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JUN 1966

United States Airborne Foreign Trade

U.S. DEPARTMENT OF COMMERCE
John T. Connor, Secretary

BUREAU OF THE CENSUS
A. Ross Eckler, Director

SUMMARY REPORT
FT 986

January 1966

FOR RELEASE
May 16, 1966

CUSTOMS DISTRICT BY CONTINENT

COVERAGE

This report presents U.S. export and import statistics by air in U.S. customs district by continent arrangement. Effective January 1966, some changes were made in customs districts as shown in the January 1966 edition of Schedule D, Code Classification of United States Customs Districts and Ports Used in Compiling the United States Foreign Trade Statistics. The Schedule D revisions which were made effective January 1966 for statistical purposes reflect changes in the Bureau of Customs field service organization occurring, for Customs administrative purposes, during the first six months of 1966. The districts shown in this report are those having combined exports and imports by air valued at 2 million dollars or more during the calendar year 1965.

Exports

These statistics represent exports of domestic and foreign merchandise combined and include government as well as nongovernment shipments of merchandise by air from the United States to foreign countries. The statistics, therefore, include Department of Defense Military Assistance Program--Grant-Aid shipments, Mutual Security Program economic assistance shipments, and shipments of agricultural commodities under P.L. 480 (The Trade Development and Assistance Act of 1954, as amended) and related laws. Shipments to U.S. armed forces and diplomatic missions abroad for their own use are not included in the export statistics. U.S. trade with Puerto Rico and U.S. possessions and trade between U.S. possessions are not included in this report, but exports from Puerto Rico to foreign countries are included as a part of the U.S. export statistics. Merchandise shipped through the United States in transit from one foreign country to another, when documented as such through U.S. Customs, is excluded. (Foreign merchandise which has entered the United States as an import and is subsequently reexported is not treated as intransit merchandise, and is included in this report.) The figures in this report exclude exports of household and personal effects, shipments by mail and parcel post, and shipments of airplanes under their own power.

For security reasons detailed customs district of lading and country and continent of destination data are not shown in published export statistics for selected commodities, referred to as Special Category commodities. The data for individual customs districts and continents, therefore, exclude exports of Special Category commodities, but over-all shipping weight and value totals for exports of Special Category commodities are included in table 1. Effective January 1965, some changes were made in security restrictions, without a corresponding change in restrictions applying to earlier periods. Therefore, the current customs district and continent totals include data for exports of some commodities which are no longer classified as Special Category commodities beginning in 1965, but which were not included in customs district and continent totals prior to 1965 since they were classified as Special Category commodities at that time. Because of this, and also because of changes in the content of Special Category commodities effective January 1965, the district and continent statistics currently shown in this report are not completely comparable with those for periods prior to 1965. Further information regarding Special Category commodities may be obtained from the Bureau of the Census.

The statistics shown for exports to Canada represent fully compiled data for shipments individually valued $2,000 and over combined with estimated data for shipments valued $100-$1,999 based on a 10-percent sample of such shipments. The statistics shown for exports to countries other than Canada represent fully compiled data for shipments individually valued $500 and over combined with estimated data for shipments valued $100-$499 based on a 50-percent sample of such shipments. In addition to these data, estimated data for shipments valued under $100 are also included in some of the figures shown in the "Total" columns in table 1, as footnoted. These estimates for shipments valued under $100 are not included in the other figures in the table.

Since the export figures shown include estimates based on a sample of low-valued shipments, they are subject to some degree of sampling variability. The

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following is a rough guide to the general level of sampling variability on a 2 chances out of 3 basis of value totals. Usually the higher value figures will have the lower percent sampling errors. Detailed information on the sampling variability of individual figures is available upon request.

Value totals for "Total" and "North America" of:	Proportion of cells with sampling variability of: under 2%	under 5%	under 10%	under 20%	20% and over
$1,000,000 and over	.60	.85	1.00		
$500,000-$1,000,000	.45	.65	.70	1.00	
$100,000-$500,000		.15	.40	.45	.55
$20,000-$100,000				.25	.75
Cells of under $20,000	Are likely to have sampling variability from $10,000 to $20,000				

Value totals for continents of South America, Europe, Asia, Australia and Oceania, and Africa of:	Are likely to have sampling variability of:
$300,000 and over	Less than 2%
$100,000-$300,000	Less than 5% with over half of the totals less than 2%
$20,000-$100,000	Generally less than 10% with over half of the totals less than 5%
Under $20,000	Generally $1,000 to $2,000
Cells of $0	Generally less than $500

The sampling variability, in percentage terms, of shipping weight figures can be approximated by the percent sampling variability of value.

Imports

These statistics represent general imports which are a combination of imports for immediate consumption and entries into bonded warehouses. The statistics include government as well as nongovernment shipments of merchandise by air from foreign countries to the United States. However, American goods returned by the U.S. armed forces for their own use are excluded. U.S. trade with Puerto Rico and with U.S. possessions and trade between U.S. possessions are not included in this report but imports into Puerto Rico from foreign countries are considered to be U.S. imports and are included. Merchandise shipped through the United States in transit from one foreign country to another, when documented as such through U.S. Customs, is not reported as imports and is excluded from the data shown in this report. (Foreign merchandise which has entered the United States as an import and is subsequently reexported is not treated as intransit merchandise, and is included in this report.) Imports of household and personal effects, imports by mail and parcel post, and imports of airplanes under their own power are not included.

Effective July 1965, the airborne general import statistics reflect fully compiled data for formal entry shipments valued $251 and over. With the exception of the value data shown in the column for "All carriers", the statistics shown in table 2 for value and shipping weight reflect fully compiled data exclusively. The value data shown for "All carriers" represent fully compiled data combined with estimated data for shipments valued $250 or less reported on both formal and informal entries, based on a 1-percent sample of such shipments. (Informal entries, by definition, contain items valued not more than $250.)

Prior to July 1965, the airborne general import statistics reflected fully compiled data for formal entry shipments valued $100 and over. Formal entry shipments valued less than $100 were entirely excluded from the airborne import statistics. Estimated data for informal entry shipments valued $250 or less, based on a 10-percent sample of such shipments, were included in the column showing value data for "All carriers" in table 2, but were excluded from the other statistics in this table.

Since the statistics showing total value of imports by all carriers include sample estimates, they are subject to sampling variability. In general, the higher value figures will have the lower percent sampling errors. Value totals of $500,000 and over will generally have a sampling variability of less than three percent while value totals of under $500,000 will generally have a sampling variability of less than $50,000.

Table 1.—SHIPPING WEIGHT AND VALUE BY SELECTED CUSTOMS DISTRICT OF LADING BY CONTINENT

Customs district of lading[1]	Shipping weight (thousands of pounds)								Value (thousands of dollars)							
	Total		North America[1]	South America[1]	Europe[1]	Asia[1]	Australia and Oceania[1]	Africa[1]	Total		North America[1]	South America[1]	Europe[1]	Asia[1]	Australia and Oceania[1]	Africa[1]
	All carriers	U.S. flag carriers							All carriers	U.S. flag carriers						
Total, all carriers.	[2]37,728	(X)	10,200	5,838	15,666	2,394	431	536	[2]221,125	(X)	34,117	17,726	123,383	23,526	4,485	3,203
U.S. flag carriers..	(X)	[3]13,128	4,957	1,524	5,019	1,113	136	226	(X)	[3]80,275	13,115	5,580	39,562	11,291	1,168	1,323
Boston, Mass.....	440	220	80	1	339	15	2	3	3,444	1,866	584	13	2,682	62	62	41
Buffalo, N.Y.....	157	157	157	-	(Z)	-	-	-	930	927	928	-	3	-	-	-
New York City, N.Y.....	18,343	6,017	2,306	1,277	13,250	957	107	447	135,854	43,429	12,974	6,358	104,802	8,196	760	2,764
Philadelphia, Pa.....	126	39	(Z)	-	111	13	(Z)	2	648	121	13	-	473	149	(Z)	12
Baltimore, Md.....	256	253	76	12	156	13	-	(Z)	1,042	1,035	181	71	772	18	-	1
Charleston, S.C.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Savannah, Ga.....	45	44	-	1	44	-	-	-	263	226	-	36	226	-	-	-
New Orleans, La.....	506	159	456	44	5	1	-	-	1,190	448	942	232	10	6	-	-
Laredo, Tex.....	152	123	150	2	-	-	-	-	531	439	523	7	-	-	-	-
Los Angeles, Calif.....	725	258	106	44	190	301	80	4	8,609	2,121	443	405	2,830	4,097	809	25
San Francisco, Calif...	1,209	390	19	22	166	784	213	5	14,880	5,259	79	161	2,405	9,521	2,690	25
Portland, Oreg.....	64	64	-	-	64	-	-	-	698	698	-	-	698	-	-	-
Seattle, Wash.....	223	200	176	(Z)	2	46	(Z)	-	989	766	797	3	28	160	1	-
Juneau, Alaska.....	28	23	1	-	4	23	-	-	60	22	12	-	24	25	-	-
Honolulu, Hawaii.....	97	33	2	-	1	74	19	-	358	144	20	-	29	212	96	-
Great Falls, Mont.....	49	49	49	-	-	-	-	-	294	291	294	-	-	-	-	-
Pembina, N.D.....	97	97	97	-	-	-	-	-	341	341	341	-	-	-	-	-
Minneapolis, Minn.....	27	27	3	-	-	24	-	-	63	63	2	-	-	61	-	-
Detroit, Mich.....	561	491	372	(Z)	184	1	-	3	1,315	1,099	246	(Z)	1,059	7	-	2
Chicago, Ill.....	2,143	665	1,052	2	956	103	9	22	13,685	4,769	6,751	11	6,018	756	25	125
Cleveland, Ohio.....	310	22	302	-	1	7	-	-	1,073	41	1,036	-	6	31	-	-
St. Louis, Mo.....	10	10	7	-	4	-	-	-	214	214	55	-	159	-	-	-
San Juan, P.R.....	578	474	555	3	18	-	(Z)	1	495	384	472	13	8	-	1	1
Miami, Fla.....	8,269	2,828	3,807	4,384	61	6	(Z)	11	16,912	5,748	6,336	10,329	108	55	10	74
Houston, Tex.....	401	249	228	31	79	25	1	37	1,862	1,221	720	43	771	167	29	132
All other districts[4]...	2,642	85	201	16	30	(Z)	(Z)	1	4,794	366	368	44	272	3	2	2
Special Category[5].....	269	152	(D)	(D)	(D)	(D)	(D)	(D)	10,582	8,236	(D)	(D)	(D)	(D)	(D)	(D)

- Represents zero.
D Data withheld to avoid disclosure of information for security reasons.
X Not applicable.
Z Less than 500 pounds or $500.

[1] All data shown throughout the table for the individual selected districts and the individual continents exclude shipments of "Special Category" commodities and estimated shipments valued under $100.
[2] Includes shipments of "Special Category" commodities and estimated shipments valued under $100.
[3] Includes shipments of "Special Category" commodities.
[4] Includes estimated shipments valued under $100 which are excluded from the totals for U.S. flag carriers.
[5] Represents shipments of "Special Category" commodities. A list of the "Special Category" commodities is available upon request to the Bureau of the Census, Washington, D.C. 20233.

Table 2.—SHIPPING WEIGHT AND VALUE BY SELECTED CUSTOMS DISTRICT OF UNLADING BY CONTINENT

Customs district of unlading	Shipping weight (thousands of pounds)[1]								Value (thousands of dollars)							
	Total[2]		North America	South America	Europe	Asia	Australia and Oceania	Africa	Total[2 3]		North America	South America	Europe	Asia	Australia and Oceania	Africa
	All carriers	U.S. flag carriers							All carriers	U.S. flag carriers						
Total, all carriers.	16,362	(X)	3,107	1,094	10,239	1,817	34	71	111,950	(X)	12,211	3,027	77,383	13,832	366	1,120
U.S. flag carriers..	(X)	7,640	1,236	311	4,879	1,180	5	30	(X)	47,355.	6,542	1,395	30,175	8,769	137	338
Boston, Mass.....	157	95	28	4	121	4	(Z)	(Z)	1,436	1,077	720	1	624	25	17	1
Buffalo, N.Y.....	85	84	82	-	3	1	-	(Z)	766	691	643	-	23	14	-	23
New York City, N.Y.....	9,332	4,064	229	227	8,292	511	6	66	83,088	30,429	4,062	1,957	69,484	4,579	74	1,039
Philadelphia, Pa.....	37	13	(Z)	-	36	1	-	-	387	171	4	-	299	22	-	-
Baltimore, Md.....	101	80	1	-	96	4	-	-	933	755	62	-	789	46	-	-
Charleston, S.C.....	2	2	2	-	(Z)	-	-	-	3	3	2	-	1	-	-	-
Savannah, Ga.....	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-
New Orleans, La.....	193	96	190	(Z)	2	(Z)	(Z)	-	201	99	125	3	9	8	(Z)	-
Laredo, Tex.....	332	305	327	-	5	-	-	-	169	124	157	-	12	-	-	-
Los Angeles, Calif.....	513	239	18	7	84	390	12	(Z)	3,714	1,581	87	68	708	2,361	133	1
San Francisco, Calif...	639	432	4	2	73	552	7	2	5,623	3,500	26	20	772	4,498	114	7
Portland, Oreg.....	5	4	(Z)	-	4	1	1	-	66	19	7	-	25	12	6	-
Seattle, Wash.....	224	215	18	-	1	205	-	-	2,277	2,019	681	-	16	1,510	-	-
Juneau, Alaska.....	3	2	(Z)	-	1	2	-	-	36	25	3	-	6	27	-	-
Honolulu, Hawaii.....	34	7	18	-	(Z)	9	6	-	236	32	17	-	57	49	10	-
Great Falls, Mont.....	3	3	3	-	-	-	-	-	36	27	27	-	-	-	-	-
Pembina, N.D.....	4	4	4	-	-	-	-	-	71	57	71	-	-	-	-	-
Minneapolis, Minn.....	(Z)	-	(Z)	-	-	-	-	-	13	-	1	-	-	-	-	-
Detroit, Mich.....	943	845	84	-	856	1	1	1	1,148	951	86	-	1,042	11	5	.4
Chicago, Ill.....	634	366	108	(Z)	410	114	(Z)	2	6,296	2,489	2,067	2	3,119	541	4	42
Cleveland, Ohio.....	224	1	16	-	208	1	-	-	231	18	115	-	46	13	-	-
St. Louis, Mo.....	7	3	2	-	1	4	-	-	75	6	2	-	14	33	-	-
San Juan, P.R.....	471	95	402	46	23	1	-	-	401	126	158	34	92	11	-	-
Miami, Fla.....	2,359	641	1,535	802	11	11	(Z)	-	4,232	2,995	2,913	932	189	63	(Z)	-
Houston, Tex.....	31	23	24	6	(Z)	-	-	(Z)	238	79	88	9	8	-	-	4
All other districts....	28	22	10	(Z)	12	6	(Z)	-	274	84	86	1	49	10	1	-

- Represents zero.
X Not applicable.
Z Less than 500 pounds or $500.
[1] Excludes shipping weight data for shipments valued less than $251 reported on formal and informal entries.
[2] Includes a small amount of shipments which are unidentified by continent.
[3] Includes estimated data of shipments valued less than $251 reported on formal and informal entries which are excluded from all continent data and data for U.S. flag carriers.

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